

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-45. (Cancelled)

46. (New) A method of controlling a vehicle having a first running mode wherein a driving shaft torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position, and a second running mode wherein the driving shaft torque of the vehicle is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, comprising:

when said second running mode is changed to said first running mode, changing the target value of the driving shaft torque instantaneously from the second target value to the first target value, and

when said first running mode is changed to said second running mode, changing the target value of the driving shaft torque smoothly from the first target value to the second target value.

47. (New) A method according to claim 46, when said first running mode is changed to said second running mode, said method further comprising the step of setting a third target value which gradually varies from said first target value to said second target value for transition from said first running mode to said second running

mode.

48. (New) A method according to claim 47, wherein a time constant of 200 milliseconds or less is set for transition from said second running mode to said first running mode.

49. (New) A method of controlling a vehicle having a first running mode wherein an engine torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position, and a second running mode wherein the engine torque is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, comprising:

when said second running mode is changed to said first running mode, changing the target value of the engine torque instantaneously from the second target value to the first target value, and

when said first running mode is changed to said second running mode, changing the target value of the engine torque smoothly from the first target value to the second target value.

50. (New) A method according to claim 49, when said first running mode is changed to said second running mode, said method further comprising the step of setting a third target value which gradually varies from said first target value to said second target value for transition from said first running mode to said second running mode.

51. (New) A method according to claim 50, wherein a time constant of 200

milliseconds or less is set for transition from said second running mode to said first running mode.

52. (New) A control apparatus for a vehicle having a first running mode wherein a driving shaft torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position, and a second running mode wherein the driving shaft torque of the vehicle is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, wherein the control apparatus is configured such that,

when said second running mode is changed to said first running mode, the target value of the driving shaft torque is changed instantaneously from the second target value to the first target value, and

when said first running mode is changed to said second running mode, the target value of the driving shaft torque is changed smoothly from the first target value to the second target value.

53. (New) A control apparatus according to claim 52, when said first running mode is changed to said second running mode, a third target value which gradually varies from said first target value to said second target value is set for transition from said first running mode to said second running mode.

54. (New) A control apparatus according to claim 53, wherein a time constant of 200 milliseconds or less is set for transition from said second running mode to said first running mode.

55. (New) A control apparatus for a vehicle having a first running mode

wherein an engine torque of the vehicle is controlled according to a first target value determined from an accelerator pedal position, and a second running mode wherein the engine torque is controlled according to a second target value determined from at least one of a target vehicle speed and a headway distance of said vehicle, wherein the control apparatus is configured such that,

when said second running mode is changed to said first running mode, the target value of the engine torque is changed instantaneously from the second target value to the first target value, and

when said first running mode is changed to said second running mode, the target value of the engine torque is changed smoothly from the first target value to the second target value.

56. (New) A control apparatus according to claim 55, when said first running mode is changed to said second running mode, a third target value which gradually varies from said first target value to said second target value is set for transition from said first running mode to said second running mode.

57. (New) A control apparatus according to claim 56, wherein a time constant of 200 milliseconds or less is set for transition from said second running mode to said first running mode.